

Montana and the Sky

Vol. 36, No. 1

MONTANA AERONAUTICS DIVISION

January 1985

CONFERENCE PROGRAM SET

Staff of the Montana Aeronautics Division met with the committee from the Great Falls Hangar of the MPA and representatives of other aviation organizations on January 5 to work out details and organize a program for the Statewide Aviation Conference.

At this writing, 35 companies have reserved exhibit booth space for the Conference. They will come from all parts of the United States and represent all facets of the aviation industry. (See a listing of those companies accepting elsewhere in this issue.)

Eighteen separate topics of interest to a wide range of aviation involvement will be offered in concurrent sessions on a rotating basis over the period of the Conference.

The registration fee will be only \$10 per person. Tickets for meals can be purchased on an individual basis. A registration form is printed in this issue of *Montana and the Sky*, and the Great Falls Hangar will hold a drawing during the Conference for a special door prize for those returning registrations before February 15. The \$10 registration fee allows admission into all Conference sessions, the exhibit booth area, and hospitality rooms.

The registration form asks for organization affiliation, although it is not necessary to hold membership in an aviation group to attend—and, in fact, those not affiliated are expressly invited and encouraged to come. Any profits made on the Conference will be divided among the state aviation organizations based upon their membership attendance.

Many of Montana's aviation organizations will hold board meetings or general meeting sessions during the Conference. This Conference will serve as the annual convention of the MPA and will include their election of officers and awards presentation. The MAMA will also be holding their spring meeting in conjunction with the Conference. Presidents of the other aviation organizations have also pledged their support and attendance, and time has been set aside for their business meetings if they so choose.

The annual Aviation Mechanics Refresher Seminar, sponsored by the Montana Aeronautics Division for IA renewal, will be held in conjunction with the Conference. Non-mechanic participants may also attend AMRS sessions. Applications for IA renewal will be accepted by the FAA at the seminar. Applica-

tions for the Mechanics Seminar will be mailed to IAs in early February. Mechanics accepted for the AMRS may register for the Conference at a reduced registration fee.

(Continued on page 7)

Colbo Heads Commerce

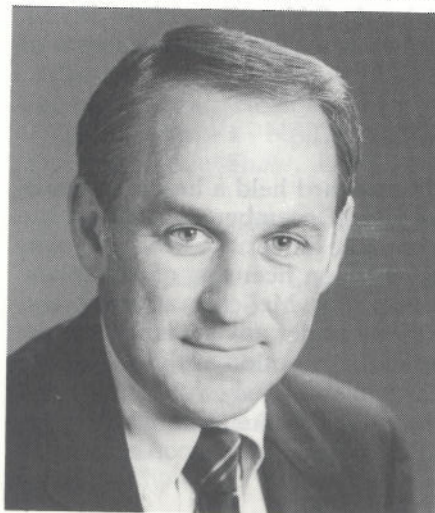
On December 17, Keith Colbo took over the reins as director of the Department of Commerce, succeeding Gary Buchanan who will return to private business.

Colbo holds a degree in accounting from Montana State University in Bozeman. He has a long record of government service in Montana, beginning with a position as budget analyst in 1964.

Since that time, he has held positions as budget director and director of the departments of Revenue, Budget and Program Planning, Social and Rehabilitative Services, and Fish, Wildlife and Parks. He served as executive assistant to Governor Schwinden from January 1981 through April 1981 and then served as council member and then chairman of the Northwest Power Planning Council.

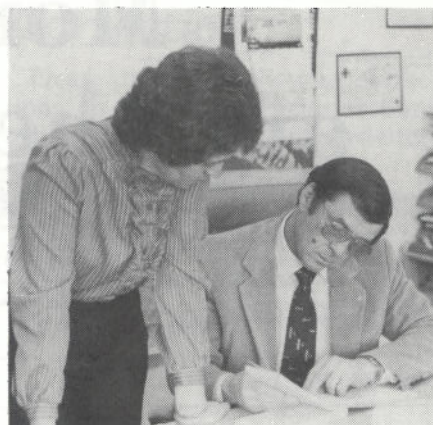
Colbo holds membership in numerous professional organizations and has served on many committees and advisory councils. In 1979 he received an award for distinguished service to state governments from the National Governors' Association.

The staff of the Aeronautics Division welcomes Colbo and looks forward to working with him.



Keith Colbo

Administrator's Column



Legislation: Now that the 1985 legislature is in session, many bills are starting to surface, some of which pertain to aviation. Following is a list of the bills which we are aware of at this time:

1. Rebate on the 15¢ per gallon auto fuel tax used in aircraft.
2. Repeal of the law making mandatory the licensing of flight schools and instructors. (Presently there are two statutes—one making such licensing permissive and the other is mandatory.)
3. Amend law to increase fee for airport licensing and to clarify or make consistent conflicting law on aircraft and pilot registration fees.
4. Increase aviation fuel tax. There are several versions of this bill presently being considered by the MAAC, so it is not known at this time which version will be introduced.
5. Reclassify aircraft into a different classification which would reduce taxes.
6. Clarify existing law regarding legality of aircraft landing on public roadways and public waters.
7. Exempt airport licensing requirements for public waters.
8. Assess a fee or excise tax in lieu of personal property tax on aircraft, based upon age, horsepower, number, and type of engines.
9. Authorize the sale of a \$1.7 million long range building program bond to provide loan money to airports for their share of the construction costs of FAA-approved projects which receive up to 90% grant money from the aviation users trust fund administered by the FAA. The 1983 legislature passed a similar bill for \$1.3 million, all of which has been committed.
10. Authorize the Aeronautics Division to provide workers' compensation insurance for volunteer pilots and observers participating in air search activities being conducted by the Aeronautics Division.
11. Provide a tax rebate for migratory aircraft for the months remaining in the year after leaving Montana.
12. Repeal the airport licensing law in its entirety. The Aeronautics Division has no position nor involvement in this bill. It is being sponsored by the Montana Aviation Advisory Council.

We will give you an update in our next issue of *Montana and the Sky*, at which time we should have better information as to the exact status of legislation pertaining to aviation.

* * * * *

Airport licensing. The Montana Aeronautics Board held a hearing regarding the adoption of rules for airport licensing on December 14, 1984, at the Aeronautics Division as published. A considerable amount of testimony was introduced, mostly regarding the proposed rules on licensing of a seaplane landing site on Seeley Lake. Hearing officer Jim McLean, attorney and Aeronautics Board member, took the testimony under advisement and during the January Board meeting recommended the adoption of the rules with minor amendments. The Aeronautics Board unanimously voted to accept Mr. McLean's recommendation to adopt the rules. The Aeronautics Division will now begin the inspection and licensing of airports in accordance with these newly adopted rules.

Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Gary Buchanan, Director

Official Monthly Publication
of the
AERONAUTICS DIVISION
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Helena, Montana 59604
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MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Martha E. Kurtz

"POSTMASTER: Send address
change to Montana and the Sky,
Box 5178, Helena, Montana
59604."

Aircraft Registration Due

The 1985 aircraft registration is due at the Montana Aeronautics Division no later than March 1. After March 1, a \$100 late penalty is due and payable.

Aircraft registration is required by Montana law 67-3-201, MCA. Aircraft registration forms have been mailed to assessors in every county in the state and may be picked up in the assessors' offices when you have your aircraft assessed. Before an aircraft may be registered with the state, the form must be filled out and signed by the county assessor or the county treasurer indicating that the taxes have been satisfied. The form should then be mailed to the Aeronautics Division with the \$5 registration fee.

As soon as the registration form is processed, the aircraft owner is mailed a decal for display on the aircraft as proof of registration.

According to Montana law, ultralights must be registered in the same manner as other aircraft. Registration numbers for ultralights may be obtained by writing U.S. Ultralight Foundation, Inc., Box 557, Mount Airy, Maryland 51771.

It should be noted that the Montana Pilots Association has drafted legislation to change classification of aircraft from Class 8 to Class 6 property. This classification change would greatly reduce the taxes required on aircraft in Montana. As of this writing, the bill has yet to be assigned a number, but aircraft owners who feel that taxation amounts are too high and that some changes should be made in aircraft taxation laws should try to keep abreast of that legislation and offer support to the MPA.



Van De Riet Scholarship Available

The deadline for application for the 1985 Van De Riet Flight Training Scholarship has been moved from June 1 to February 15 so that the presentation may be made at the Statewide Aviation Conference in March.

The scholarship, in the amount of \$200, is to be used to help defray costs of flight instruction. Letters of application should be mailed to the Montana Aeronautics Division, Box 5178, Helena 59604. Letters should outline the reasons for applying, future career goals, and past aviation experience.

The scholarship was established by Ruth Van De Riet in memory of her husband Jack.

The scholarship award will be based upon scholastic achievement in an accredited aviation program in a Montana high school or college. Nominees may also come from those demonstrating outstanding achievement in Civil Air Patrol programs or through selection by Montana aviation organizations.

CALENDAR

March 1-3 - Winter Survival Clinic, Helena and Lincoln.

March 7-9 - Aviation Mechanics Refresher Seminar, Great Falls.

March 7-9 - Statewide Aviation Conference, Great Falls.

March 22-24 - Flight Instructor Refresher Clinic, Helena.

April 28-May 1 - NATA Convention and Trade Show, Las Vegas, Nev.

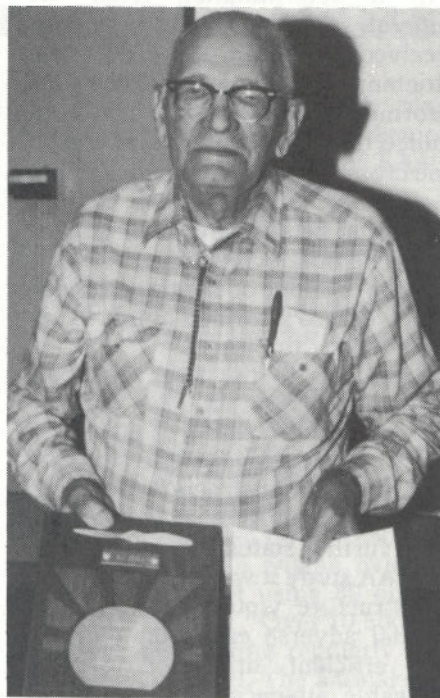
July 19-21 - Schafer Meadows Fly-In.

July 26-Aug. 2 - EAA International Fly-In Convention, Oshkosh, Wisc.

Sept. 13-15 - Mountain Search Pilot Clinic, Kalispell.

Oct. 4-6 - Montana Flying Farmer Convention, Glacier Hotel, Cut Bank.

Hardin Airpark Renamed



In a ceremony in Hardin, the Hardin Fairgrounds Airpark was renamed Zelka Field in honor of Ray Zelka, long-time Hardin resident who devoted over 35 years service to aviation in Hardin and Big Horn county.

Zelka came to Hardin at the age of 15 or 16 and took flying lessons in Billings in 1942. He was one of the first in the Hardin area to learn to fly. He built his own hangar and, flying for both business and pleasure, fostered an interest in aviation among many other county residents.

In the early days, the county airfield was some distance from town. Zelka decided that it should be closer and began on his own to develop an area on the edge of town. He spent a great deal of his own money and time filling holes, cutting trees, and developing the airpark. Zelka also served as manager of the airfield and handled the maintenance. In later years the county took over the airpark, and about 20 years ago it was oiled.

Larry Romine of J & L Aviation in Hardin is the new manager of Zelka Field.

FAA Issues Determination on BPA Rock Creek Crossing

In a determination from the Federal Aviation Administration received on January 5, 1985, the Montana Aeronautics Division was informed that the FAA has concluded that the 500 kV transmission line crossing Rock Creek adjacent to the Rock Creek Airport east of Clinton would be a hazard to air navigation. The Bonneville Power Administration, builder of the transmission line, was also informed of this determination by the FAA.

According to the FAA, the construction exceeds an FAA obstruction standard in that it is 605' AGL (above ground level). The standard requires such obstructions to be no more than 500' AGL. The determination further states that based upon the FAA study it was concluded that the structure would have "a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft." It goes on to state that "The determination... does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any federal, state, or local government body." Inasmuch as Montana does not have a law relating to power line hazards, the BPA is proceeding with construction.

This determination regarding the BPA power line at Rock Creek is only the latest in a long series of controversies between the Montana Aeronautics Division, representing the aviation safety interests of the state, and the BPA, the FAA, and the state Department of Natural Resources and Conservation.

The power line is being constructed from Colstrip across Montana to provide power to west coast locations. The first major problem occurred in the fall of 1982 with the crossing at Boulder Pass. A court injunction was filed temporarily halting construction. After attempts to reroute the transmission line to a location less hazardous to aircraft were thwarted, the Montana Aeronautics Division requested that the towers be strobe lighted and that

36" marker balls in alternating colors of white, yellow, and international orange be placed on the power lines. This has been done. Given the often marginal weather conditions in that portion of Montana, even such marking of the transmission lines will not totally eliminate the hazard to aircraft. The location of the lines across a mountain pass on a commonly used VFR airway effectively eliminates the route for use by pilots during marginal weather conditions.

Besides Boulder Pass, other crossings which the Aeronautics Division listed as hazardous to aircraft included the Garrison crossing, Flint Creek, Rock Creek, Miller Creek, Alberton, and St. Regis. In each case, the high power lines cross streams, roadways, or both, in areas frequented by VFR aircraft.

The discussions concerning the placement of the Rock Creek crossing began in the winter of 1983. By March of 1983, the Aeronautics Division and the BPA had tentatively agreed to a maximum span height of 335' AGL.

Pressure by environmental groups, notably Trout Unlimited, however, overturned that decision and the plans were changed to raise the span to 717' AGL. Many adverse comments were received from pilots and aviation organizations; and, as a result, BPA lowered the proposed catenary height to 605'. The lines will span a distance of nearly 5,000' across Rock Creek.

The FAA aeronautical study disclosed that Rock Creek is a major VFR route. A 30-day traffic survey was obtained from the Missoula Flight Service Station indicating that a total of 135 VFR aircraft traversed the area of the transmission line crossing during the month of March 1984. It was further determined that due to the mountainous terrain in the Rock Creek area and the narrow, winding valley of the VFR route, pilots flying the route would not have ample time to see nor maneuvering area to avoid the transmission line once sighted. It

was from this information that the FAA made its determination.

Because the FAA has made the determination that the transmission line is a hazard to air navigation, their recommendations for obstruction markings do not apply. Therefore, the responsibility falls solely upon BPA to determine what is adequate and install hazard markings to, hopefully, prevent a catastrophic accident from occurring. This is only the second time known that an FAA hazard recommendation has been ignored by another governmental agency in the northwest.

The Aeronautics Division does not feel the Rock Creek crossing can be adequately marked as a hazard to aircraft because of the extremely long span of nearly 5,000 feet. The aviation community will now lose an important marginal weather VFR route to or from the Missoula and Bitterroot valleys.

Another crossing the Division is very concerned about is in the canyon between St. Regis and Paradise. The FAA recommended day only marking (marker balls and painted towers); however, with the prospect of a 366' high span across the Clark Fork River near Alberton, the FAA's desire to eliminate airport lighting at the Superior Airport (the only airport between Mullan Pass and Missoula) and no weather reporting points between Coeur d'Alene and Missoula, the pilot could be left with nowhere to go under adverse weather conditions other than down the Clark Fork and through the canyon between St. Regis and Paradise. The Division has, therefore, requested that the St. Regis crossing be lighted for better visibility.

Marking and lighting were also recommended, but refused by the BPA, for the crossing of I-90 south of Garrison. This is a rather high crossing and poses a potential hazard to aircraft forced to fly low in marginal weather.

Most of the hazards crossing major flyways will be marked; however, it is important to remember that there are numerous

potential hazards along the entire route of this 500 kV transmission line. The severity of the hazards created across our state is directly related to the type of flight operations conducted by the pilot. Some pilots will not be affected; for others it will be a continual problem and concern. The safety of flight has been seriously compromised, but it would have been much worse had the aviation community not stood together in the interests of safety.

(Caution: It should be noted that this 500 kV transmission line is not at the present time depicted on the state Aeronautical chart. That chart is due for an update, probably in 1986, and the line will be added at that time.)

Meet Bob Hill



Bob Hill is the new office manager of the Helena FAA Flight Standards District Office.

Bob started his flying career in 1962. He has logged over 6,000 hours which has been mostly flight instruction and charter flying.

He was chief pilot and a designated FAA pilot examiner for a large FBO in the San Francisco Bay area from 1966-1970. In 1970 he joined the FAA. He has had duty assignments in three district offices (Sacramento, Milwaukee, and Spokane) and two regional offices (Seattle and Chicago) prior to his arrival in Helena.

Bob comes to Helena with over six years of experience as office manager in Spokane. He asks that you stop and say "Hello" when you're in Helena.

CONOCO SAYS AUTO FUEL QUALITY COMPARABLE TO AVGAS

According to a news release from the Experimental Aircraft Association in Oshkosh, Wisconsin, officials of the Conoco Oil Company stated that Conoco unleaded auto fuel quality is comparable to that of avgas at a meeting with FAA, fixed base operators, airport executives, and Conoco Oil dealers in Denver on October 18.

Conoco's presentation provided a technical review of the specifications and a comparison between the important characteristics of automobile gasoline and aviation gasoline. The conclusions were that automobile gasoline is a satisfactory substitute for 80 octane avgas when handled properly.

Conoco has tested samples of auto gas by both aviation octane methods deriving both the lean rating and the rich rating and has found that the rich rating generally is about five points higher than the lean rating. This means that 82 MON (motor octane number) auto gas is the full equivalent of 80/87 grade avgas.

Volatility and Reid vapor pressures were also discussed by Conoco. They pointed out that the aircraft that had demonstrated compliance with the Federal Air Regulations in this regard should be perfectly capable of using automobile gasoline. In conclusion, Conoco recommended to the fixed base operators that they be sure that auto gas was provided only to those aircraft which were approved for its use, to purchase the fuel only from fuel vendors who are known for their integrity and fuel quality, and to purchase only fuel meeting ASTM D-439 requirements.

EAA's president and founder, Paul H. Poberezny, praised Conoco's position, "I am proud and pleased to see a company of Conoco's high reputation joining others such as Amoco Oil in recognizing the importance of auto fuel to the aviation community." Poberezny, who began EAA's auto

fuel research program more than seven years ago, noted that Amoco Oil has been a supporter of EAA's research from its inception.

EAA Aviation Foundation technical director, Harry Zeisloft, was invited by Conoco to address the meeting in Denver. Zeisloft pointed out that lowering the cost of aviation through use of auto fuel is extremely important. "According to FAA's statistics, student starts in 1978 were 137,000. Those starts were reduced to 86,000 in 1982, and if the same trend continues it will be 0 by 1989." Zeisloft also noted that 79% of the civil single engine aviation fleet is capable of using 80 octane auto fuel. He said, "Over 10,500 aircraft are now flying regularly and safely on auto fuel. The annual rate of usage of auto gas in aircraft is conservatively estimated at 38,600,000 gallons of gasoline. The savings in maintenance costs added to the savings in direct operating costs approaches \$20 per hour for an aircraft such as a Cessna 182."

The non-profit EAA Aviation Foundation makes auto fuel STCs (Supplementary Type Certificates) available to the owners of over 200 different aircraft models. For more information on EAA's auto fuel research and development program, contact the EAA Aviation Center, Auto Fuel Department, Wittman Airfield, Oshkosh, Wisconsin 54903-3065.

(Editor's note: Plans are being made for a panel on the use of auto fuel in aircraft at the Statewide Aviation Conference in Great Falls in March. Included on the panel will be experts on the use of auto fuel along with representatives of oil companies.)



TENTATIVE SCHEDULE STATEWIDE AVIATION CONFERENCE

Thursday, March 7

- 8:30-11:00 Registration
- 11:30- 1:00 Kick-off luncheon
Governor Schwinden
Mayor of Great Falls
President of Great Falls Chamber
- 1:00 IA and A&P Mechanics Seminar begins
(non-mechanics welcome) (See
separate schedule for mechanics
session)
- 1:00- 1:45 Organization introductions
- 2:00- 2:45 Concurrent sessions:
Workers' Compensation Insurance
Loran C
Biennial Flight Review Preparation
Border Crossing & Canadian Flight
Rules
FAA Safety Seminar
- 3:00- 3:45 Concurrent sessions:
Mountain Flying
Fuel Tanks & Toxic Waste Storage
On Airports
Search and Rescue
Ultralights
Military Operations Area (MOA)
- 4:00- 4:45 Concurrent sessions:
Aviation Medicine
Weather-Kavouras
Airports
Aviation Insurance
Test Pilot

Friday, March 8

- 7:00- 9:00 Breakfast/meetings
MAMA Business Meeting
Flying Farmers Business Meeting
- 8:00 IA/Mechanics Seminar Reconvenes
- 9:00-11:00 Legislative Panel
State Legislators
- 11:30- 1:00 Luncheon - Speaker Bill Shea, Assoc.
Admin. for Airports, FAA
- 1:00 IA/Mechanics Seminar Reconvenes
- 1:00- 2:30 FAA Panel
Charles Foster, director, NW
Mountain Region
FAA Directors
- 2:45- 3:30 Concurrent sessions:
Workers' Compensation Insurance
Fuel Tanks & Toxic Waste Storage
on Airports
Mountain Flying
Flight Safety International
Weather - Global Weather Dynamics
Military Operations Area (MOA)

3:45- 4:30

Concurrent sessions:

- Ultralights
- Airports
- Loran C
- Biennial Flight Review Preparation
- Border Crossing & Canadian Flight
Rules
- FAA Safety Seminar

4:30

MPA Board Meeting

6:00- 7:00

No-Host Cocktails

7:00- 8:30

Dinner - Speaker Lawrence Burian,
president, NATA

Saturday, March 9,

- 7:00- 9:30 Breakfast/meetings
MAMA General Meeting
MPA General Meeting
MATA Board Meeting
- 8:00 IA/Mechanics Seminar Reconvenes
- 9:30-11:00 Aviation and Aerospace Education
Panel
Mary Jo Knouff, aviation education
specialist, FAA, Washington, D.C.
Lou Domenico, Aviation Distribu-
tors and Manufacturers
Association
Ali Miller, education director,
Museum of Flight, Seattle
Doug Parrott, Northwest Airlines
pilot
- 11:00-11:45 Concurrent Sessions:
Aviation Careers
Loran C
Biennial Flight Review Preparation
Flight Safety International
Aviation Medicine
- 12:00- 1:30 Luncheon - Speaker Don Clausen,
FAA, Washington, D.C.
- 1:00 IA/Mechanics Seminar Reconvenes
- 1:30- 2:30 Business Meetings
MAAA Business Meeting
99s Business Meeting
- 1:30- 2:15 Concurrent sessions:
Aviation Careers
Test Pilot
FAA Safety Program
- 2:30- 4:30 Use of Auto Gas in Aircraft Panel
Harry Zeisloft, EAA Aviation
Foundation
Oil company representatives
FAA
- 6:00- 7:00 No-Host Cocktails
- 7:00- 9:00 Banquet - Speaker John Baker, presi-
dent, AOPA
- 10:00 Dance hosted by Great Falls Hangar

BOOTH EXHIBITORS

AAR Western Skyways
Troutdale, Oregon
Aerotrionics
Great Falls, Montana
Air Transport Benefit Association
Hartford, Connecticut
Airport Maintenance & Consulting
Helena, Montana
Amsoil
Madison, Wisconsin
Aviall
Salt Lake City, Utah
Beartooth Ultralights
Billings, Montana
Beechcraft (Rocky Mountain)
Salt Lake City, Utah
Big Sky Airlines
Billings, Montana
Cascade Airways
Spokane, Washington
Casper Air Service
Casper, Wyoming
Civil Air Patrol
Corvallis Insurance Agency
Corvallis, Montana
Embry-Riddle University
Prescott, Arizona
Erect-A-Tube, Inc.
Harvard, Illinois
Flash Technology
Nashua, New Hampshire

Flight Safety International
Denver, Colorado
Global Weather Dynamics
Monterey, California
Hali-Brite, Inc.
Crosby, Minnesota
Hughes Helicopters
Aurora, Colorado
Kavouras, Inc.
Minneapolis, Minnesota
Merl, Inc.
Meriden, Connecticut
National Airport Equipment Co.
Minneapolis, Minnesota
National Aviation Underwriters
Billings, Montana
Northrop University
Inglewood, California
Omaha Airplane Supply
Omaha, Nebraska
Poorman Aviation
Bigfork, Montana
SecuriTee Airplane Hangars
Royal City, Washington
Shell Oil Company
Houston, Texas
Superior Air Parts
Addison, Texas
Surface Systems, Inc.
St. Louis, Missouri

II Morrow
Salem, Oregon
Teledyne Continental Motors
Littleton, Colorado
Van Dusen Aircraft Supplies
Richmond, Minnesota

Conference - Continued...

Transportation between the airport and the Sheraton is being arranged by the Great Falls Hangar. Room reservations may be made at the Sheraton by calling 727-7200. Rates are \$42 for single rooms and \$48 for double. When making your reservations, be sure to mention that you are a participant in the Statewide Conference. The Great Falls Hangar has reserved a block of rooms for Conference participants.

A tentative schedule is printed in this issue of Montana and the Sky along with a registration form. Early registration will help Conference planners and also get your name in the hat for the drawing.

See you in Great Falls March 7-9!

Montana Statewide Aviation Conference

Registration Form

March 7-9, 1985

Sheraton Inn, Great Falls

Great Falls Hangar
Montana Pilots Association
Box 7317
Great Falls, MT 59406

Enclosed please find \$_____ for registration for _____ persons for the Statewide Aviation Conference March 7-9, 1985. (\$10 per person, students with ID \$5, children under 16 free)

Name _____

Address _____

Phone _____ Organization Affiliation (if any) _____

Travel to Great Falls: Auto _____ Private Aircraft _____ Date of Arrival _____

I (we) will be attending the kick-off luncheon on Thursday, March 7. Please make reservation for _____ people. (Luncheon price: \$10 including gratuity).

(Return this form along with the registration fee to the Great Falls Hangar at the above address. Mail before February 15 to be eligible for a special door prize. Make your own room reservations by calling the Sheraton at 727-7200.)

Applications Due for Air Academy

The EAA Air Academy is now accepting applications for its 1985 program scheduled for July 14-30, 1985. The Academy is being expanded in the number of students and in the activities in which they participate. The Academy will accept 50 young adults aged 15 through 17.

The EAA Air Academy provides a total immersion aviation experience for young people. They participate in classroom study, workshop activities, orientation flights, hangar sessions, and a portion of the EAA Oshkosh '85 Convention.

For more information on the EAA Air Academy '85, contact Chuck Larsen, Education Director, EAA Aviation Foundation, Wittman Airfield, Oshkosh, WI 54903-3065

BFR REMINDER

It still appears that many pilots are forgetting to get their Biennial Flight Review. This review is required every two years date to date (for example, a BFR taken on December 12, 1982, expired on December 12, 1984). Failure to have a current BFR could result in a violation by the FAA and/or the invalidation of your aircraft insurance policy.

Check your logbook and contact your local flight instructor if you find yourself in need of a BFR.

Correction

Please make the following corrections on the Radio Facilities Card printed in our December newsletter:

Add:

*Forsyth NDB 236 FOR

Correct:

Butte VOR 111.6

Bozeman VOR 112.2

2,500 copies of this public document were published at an estimated cost of \$.26 per copy, for a total cost of \$660.10, which included \$521.10 for printing and \$139 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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January 1985

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